

INFORMATION REPORT CD NO

COUNTRY USSR (Saratov Oblast)

DATE DISTR 10 Feb 1952

25X1 SUBJECT Engels Airfield

NO. OF PAGES 5

NO. OF ENCLS 1  
LISTED BELOW

SUPPLEMENT TO  
REPORT NO.

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Document No. 102  
No Change to Class. ☐  
☐ Declassified  
Class. Changed To: TS S (C)  
Auth.: HR 70-2  
Date: 9-SEP-1978

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CENTRAL INTELLIGENCE AGENCY

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1. an airfield, about 1 x 2 km, and a "pilot school" were east of Engels (46°07'E/55°29'N), Saratov Oblast. \* The barracks area adjacent to the western field border was about 400 x 600 meters. Three small hangars and an underground fuel dump were on the western edge of the field.

2. [redacted] the entire installation was constructed before 1939 and expanded after the war. There were no destructions. Work was in full swing in July 1946.

3. [redacted] called the pilot school cadets' school. The school had a railroad connection and consisted of four barracks blocks, a headquarters building, a warehouse, a guardhouse and three buildings under construction.

4. There was only day flying with 30 to 40 single-engine and 8 to 10 twin-engine aircraft.

5. The field, about 4 km east of Engels, had an about 2 km concrete runway, three large hangars and a railroad connection. A large barracks of six three-story, long and red brick buildings were near the field. There was also a "pilot school".

6. The field was occupied by about 100 aircraft. Parachute jumps were observed.

7. The field was protected by medium AA guns which were frequently used for firing practice.

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8. The 4 x 5-km field was about 5 km south of Engels and 6 km east of the Volga River. A single-track railroad line led from the south-east section of Engels to the western edge of the field. The edges of the field were seen only in good visibility.
9. Two three-story, permanent barracks buildings, each about 30 x 100 meters, officers billets, a radio and weather station, stone structure about 20 x 40 x 100 meters and a repair hangar with several small buildings (seen from a distance) were on the edge of the field.
10. The field was very heavily occupied by several hundred twin-engine bombers, single-engine fighters and biplanes. There was day and night flying. Individual and formation flying and regular individual and group parachuting was seen.
11. The field, about 3 km square, was east of Engels, south of the road to Markshtadt (51-42N, 46-46E). There were two concrete runways, each about 60 x 2,500 meters. Four hangars with concrete aprons were on the western edge of the field.
12. Several hundred twin-engine aircraft, covered with tarpaulins, were parked in front of the hangars. Flying in formations of seven planes and parachuting was observed.
13. The airfield was southeast of Engels, north of the railroad line to Urbakh (51-34N, 46-37E). The Soviet guard personnel said that parachute troops were quartered in the three or four-story barracks buildings, about 100 meters long, on the western edge of the field. Air units were quartered in other barracks buildings on the southern edge.
14. The field was occupied by about 30 single-engine aircraft, and a varying number of twin and four-engine aircraft. Parachute jumps in groups of four or five men from twin-engine aircraft were

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noticed.

15. The very large airfield southeast of Engels and the railroad car factory, north of a railroad line leading eastward, was provided with hangars.
16. Parachutists, often in groups of up to eight men, jumped from twin-engine aircraft every day.
17. The airfield east of Engels, about 5 km from the bank of the Volga River, was about 3 km long. A railroad connection led from the field to the Engels railroad station. There were about six hangars with vaulted roofs and a runway, from 1,500 to 1,800 meters long. Five large four-story barracks buildings were on the western edge of the field.
18. The field was occupied by twin-engine bombers with single rudder assembly, single-engine fighters and trainer biplanes.
19. There was student flying with biplanes, individual flying with fighters, formation flying with six to nine bombers, parachuting in groups of 12 parachutists from four-engine aircraft and night flying in the summer of 1943.
20. Twin-engine aircraft with double rudder assembly were seen at the Engels military airfield. Single-engine ILs with rocket launching devices and single-engine aircraft, called Shturmoviki by the Soviets, were also stationed there. \*\*

\*  Comment. For location see Annex.\*\*  Comment. This is the first postwar report on the improved Engels airport. The statements, although varying in some details, give a comparatively clear picture of the field.

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The airfield, at least 1 x 2 km, is assumed to be southeast of the town. It is certainly provided with a runway, hangars and solid barracks buildings. The statements on the occupation at various periods of observation indicate that a pilot school with several training courses is stationed at the field. The aircraft principally used in the various classes of training vary. In this connection the information on twin-engine aircraft covered with tarpaulins seems plausible. Transports assigned to a parachute unit or school near the field are apparently also stationed there. The aircraft types, most of which were only roughly described, represent the standard equipment of a Soviet pilot school with PO-2s, Yak-11s, IL-2s, IL-4s or PE-2s.

1 Annex: Location Sketch of Engels Airfield and Pilot School.

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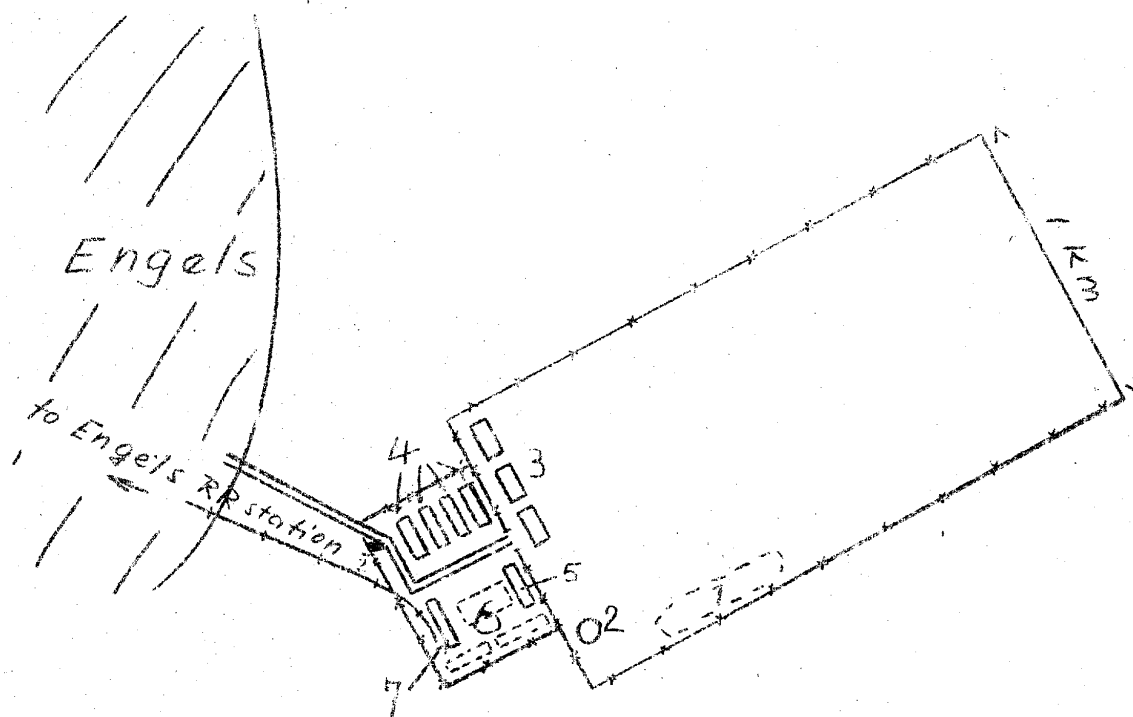
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Attachment

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Location Sketch of Engels Airfield and Pilot School



Legend:

- 1 - Aircraft parking site
- 2 - Underground fuel dump
- 3 - Small hangars (workshops)
- 4 - Quarters
- 5 - Commander's and headquarters building
- 6 - New buildings
- 7 - Warehouse
- 8 - Sentry

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